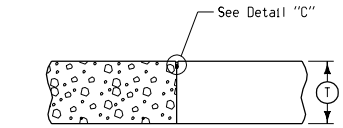
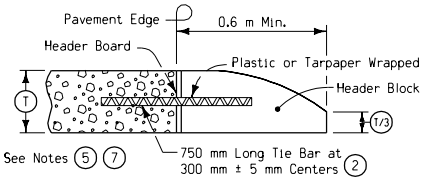
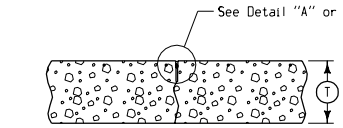


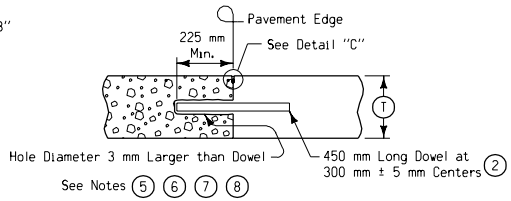
PLAIN JOINT
FOR ABUTTING PAVEMENT SLABS



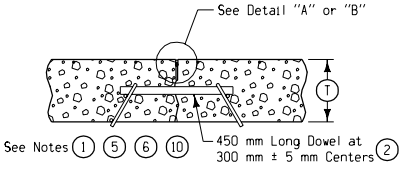
'HT'
HEADER JOINT
(END RIGID PAVEMENT)



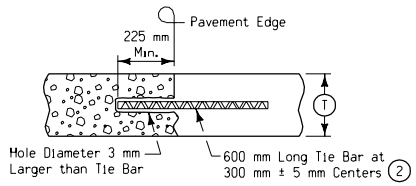
CONTRACTION JOINT



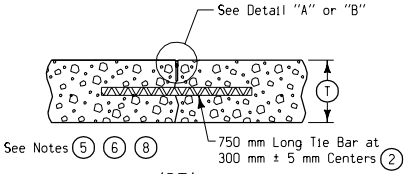
'RD'
ABUTTING PAVEMENT JOINT



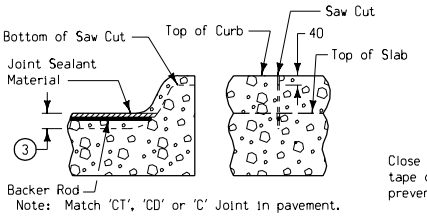
'CD'
DOWELED CONTRACTION JOINT



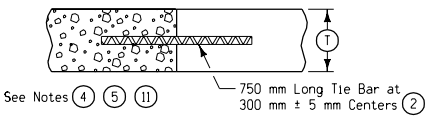
'RT'
ABUTTING PAVEMENT JOINT
RIGID TIE



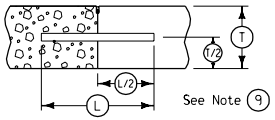
'CT'
TIED CONTRACTION JOINT



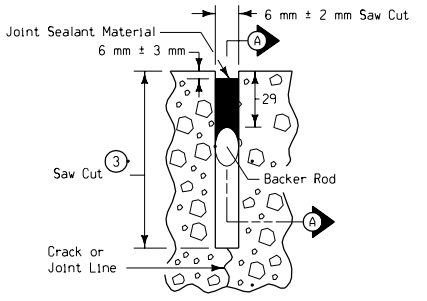
'C' JOINT IN CURB



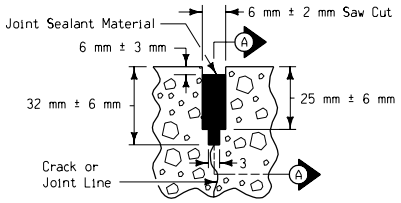
'DW'
DAY'S WORK JOINT (Non-Working)



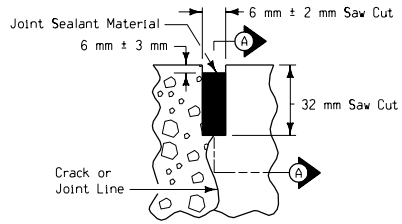
TYPICAL BAR PLACEMENT
Applies to all joints unless otherwise detailed.



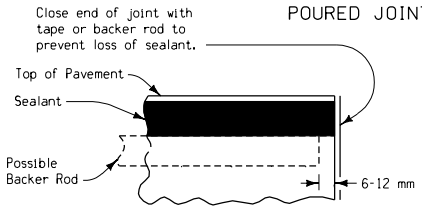
DETAIL "A"
POURED JOINT SEALER
(Sawcut formed by conventional concrete sawing equipment)



DETAIL "B"
POURED JOINT SEALER
(Sawcut formed by approved early concrete sawing equipment)



DETAIL "C"
POURED JOINT SEALER



SECTION A-A
DETAIL AT EDGE OF PAVEMENT

BAR SIZE TABLE			
T	< 200 mm	≥ 200 mm but < 250 mm	≥ 250 mm
DOWEL SIZE	20	30	35
TIE BAR SIZE	#20	#30	#35

GENERAL NOTES:

All materials and construction features used in the construction of pavement joints shall conform to the requirements of current Standard and Supplemental Specifications. Refer to other appropriate Standard Road Plans and project plans for additional information. Alternate methods for construction of joints may be submitted to the Engineer for consideration.

Dowels for the 'CD' joint shall be properly positioned by the use of an approved support assembly.

Tie bars shall be held in place by devices or methods approved by the Engineer. Bars placed after concrete slab is poured shall be installed prior to vibration of pavement slab.

Epoxy coat all bars (smooth and tie bars), see "Pavement Reinforcement" in the current Standard Specifications.

The joints as detailed hereon shall not be measured for payment. The construction detailed hereon including the furnishing of the dowels, dowel assemblies, and joint filler material shall be considered incidental to PCC paving, unless noted otherwise.

1. Free moving ends of dowel support assembly shall be placed alternately across joints.
2. Refer to Bar Size Table.
3. Depth of sawcut shall be T/3, except 'C' joint shall be T/4.
4. 'DW' joint shall be located at a midpanel location between future 'C' or 'CD' joints. It shall be no closer than 1.5 meters to a 'C' or 'CD' joint.
5. Bars in Transverse Joints shall be placed so that no bar will be closer than 150 millimeters to any Longitudinal Joint (centerline or laneline). The distance to the first bar from edge of pavement will vary from 150 to 300 millimeters depending upon pavement width.
6. Joints shall be sealed according to the Standard and Supplemental Specifications on "Sealing Joints".
7. Edge with 5 millimeter tool for length of joint indicated if formed; edging not required when cut with diamond blade saw. Remove header block and board when second slab is poured.
8. Placement of dowels or tie bars shall be in accordance with the current Standard Specification on "Reinforcement". The method of anchoring bars into existing pavement shall be as approved by the Engineer as set forth in appropriate Materials Instructional Memorandums.
9. When tieing into old pavement, (T) represents the depth of sound Portland Cement Concrete.
10. Unless otherwise specified, transverse contraction joints in mainline pavement shall be 'CD' when (T) is greater or equal to 200 millimeters. 'C' when (T) is less than 200 millimeters.
11. 'RT' joint may be used in lieu of 'DW' joint at the end of the days work. Any pavement damaged due to the drilling shall be removed at the contractor's expense.

All dimensions given in millimeters unless noted.

METRIC VERSION

Iowa Department of Transportation
Project Development Division

STANDARD ROAD PLAN **RH-50**

REVISION: Change to "POURED JOINT SEALER" designation under Details "A", "B", and "C".

REVISION NO. 12

REVISION DATE 04-27-99

12-28-98
APPROVED BY DESIGN METHODS ENGINEER

JOINTS
(TRANSVERSE CONTRACTION)